He Wanted a Report on the Responsibility of the Management for the Losses Suffered by Holders of the Common -Eight of the Directors Reclected.

铁牌

The third annual meeting of the stockholders of the United States Steel Corporation, in Hoboken yesterday, was enlivened by a resolution offered by Joseph B. Allee, a safe salesman who lives at 402 Vander bilt avenue, Brooklyn, and holds about 200 shares of Steel stocks, for the appointment of an investigating committee to look into the management of the Steel Corporation. Mr. Allee's resolution was defeated by a vote of 4,759,617 shares to 2,394. The motion offere d by Mr. Allee was as follows:

motion offere d by Mr. Allee was as follows:

That a committee of stockholders be named by the stockholders present at this meeting for the purpose of investigating to such an extent as may be deemed advisable the business methods of the present management and for the purpose of taking neasures to secure adequate representation in the board of directors of the corporation of stockholders who may favor a change in the policies of the management of this corporation.

That the said committee shall have authority to add to their number to an extent pringing the membership of the committee to the number of fifteen and have and shall have authority to fill vacancies.

Earlier in the meeting, which was attended

Earlier in the meeting, which was attended

by about 100 persons, including several women, and at which E. H. Gary, chairman of the board of directors, presided, Mr. Allee had made a motion to exclude from the room persons who could not prove that they represented stock or had business there. Chairman Gary, who represented the proxy committee which held 4,680,204 shares—2,023,490 of which were preferred, told Mr. Allee that the corporation had nothing to conceal, everything being open and above board and the proxies were all oted against the Allee motion. In offering his resolution for a committee

Mr. Allee said that a number of stock-holders had suffered a loss of 40 points on the common stock and that the question was whether this loss and the present value of the stock were due to the present management of the company. This, he thought, a committee ought to investigate. The conversion plan, he thought, might have version plan, he thought, might have had some bearing on present values. A committee of this kind ought to be in existence, Mr. Allee said, should the stockholders be confronted with a "reorganizaholders be confronted with a "reorganization such as would be very apt to follow
such diminishing of the value of the stock."
Francis Lynde Stetson, of counsel to the
company, in reply to Mr. Allee, said that the
conversion plan had been considered and
approved at two meetings of the stockholders and that if ever a question were fully
investigated it was this stock conversion
plan, which had not only been submitted
to the stockholders, but had gone through
all the courts of New Jersey. The vote
was then taken and Mr. Allee's resolution
defeated.

defeated.

The stockholders voted to reelect the eight retiring directors, J. Pierpont Morgan, Henry H. Rogers, Elbert H. Gary, George W. Perkins, Charles M. Schwab, Henry Phipps, Edmund G. Converse and James Gayley. In addition several amendments to the by-laws adopted during the past year were ratified, and the acts of the directors, executive committee and finance committee during the year were approved. W. E. during the year were approved. W. E. Corey and John F. Dryden were elected directors to succeed Alfred Clifford, resigned, and the late Abram S. Hewitt.

SECURITIES CO. WILL MEET. Vice-Chancellor Refuses an Injunction to Continental Company.

Vice-Chancellor James J. Bergen heard argument in Jersey City yesterday on the application of the Continental Securities Company for an injunction restraining the stockholders of the Northern Securities Company from voting on the proposed plan of distributing the holdings of the company in the Northern Pacific and Great Northern Railroad at their annual meeting in Hoboken

After listening to four hours of argument Vice-Chancellor Bergen said that he would dismiss the bill of complaint and file his dismiss the bill of complaint and file his

"I can't see from the argument on behalf of the complainant any reasonable grounds for an injunction," he said. "This stock an asset to be disposed of as any asset think it would be a great mistake to east a large amount of stock back on the markete court must be reasonable—and such an tion might be disastrous. The division fair, and all shareholders will get ex-

actly the same percentage."

The action of Vice-Chancellor Bergen leaves the way clear for the meeting, which will now be held unless it is prevented by proceedings in the Circuit Court at St. Paul. Ex-Attorney-General Griggs said in the hearing that the Securities company had more than two-thirds of the stock in its control, either by proxy or possession, with which to ratify its plan. It is under-stood that practically all the outstanding stocks excepting the Harriman Union Pacific stock will be voted in favor of the plan.

President James J. Hill was at his offices President James J. Hill was at his offices in this city yesterday after his trip to St. Paul to attend the hearing in the Harriman intervention suit. He said that the meeting would probably be held on Thursday. Mr. Hill contradicted flatly the reports published on Sunday that he had summoned his son, James N. Hill, who is with the Harriman party on a Western trip, to leave Mr. Harriman's party on account of the developments in Northern Securities affairs. The impression in the curb market that The impression in the curb market that the closing of the Northern Securities Company's books yesterday for the meeting was the final closing preparatory to winding up the company's affairs is officially stated to be erroneous, and the books will open again after the meeting.

Mexican Central Reorganization.

James Spever was at his office yesterday after an 8,000 mile trip to Mexico, on which he inspected the lines of the National Railroad of Mexico and the Mexican Central Mr. Steyer said that Mexico is exceedingly prosperous and that in the Southwest the vidences of prosperity are abundant. It the Mexican Central, and tentative arrangements for a reorganization of the Mexican Central Railway will be carried through, probably before May 1, by Speyer & Co., and Kuhn, Loeb & Co. In Mexico Mr. Speyer met and consulted with Henry Clay Pierce, chairman of the board of directors and the controlling interest in the Mexican Central, and tentative arrangements for a reorganization are said to have been agreed upon.

Grain Rate War Inquiry on May 18.

The Interstate Commerce Commission has notified the New York and Philadelphia railroads which have been cutting the rates on grain from Buffalo to those two cities that it will begin its investigation in this city on May 18. The commission calls on the various roads to appear before it prepared to make full disclosures of all phases of the differential dispute between New York and Philadelphia. It is expected that the rates, which are still far below cost of transportation, will be adjusted temporarily at the opening of navigation.

Baron Kaneko Cheered on 'Change, Baron Kaneko, the special envoy of the Japanese Government to the St. Louis Exposition, visited the Stock Exchange resterday, accompanied by Morris K Jesup, president of the Chamber of Com-merce, and John Hone. They were met by President Raneom H. Thomas of the Exchange, and the brokers on the floor hurrahed for the Baron. From the Stock Exchange the party went to the Chamber of Commerce.

Swift & Company's sains of fresh beef in New York City for week ending April 16th averaged 1963 per ib.—Ade.

GOSSIP OF WALL STREET.

"Speculative sentiment is much better palanced than it was ten days or a fortnight ago," a floor trader said last night, "and by a return to normal conditions the trading position of the market has been improved. After the advance that followed the Northern Securities decision had gone so far as to eliminate the short interest from the market, stocks looked so strong and the bull move-ment seemed so formidable in sheer strength that people were afraid to sell anything short. Many who did not believe in the advance went with it, and resistance very largely disappeared. When the strong buy-ing on which prices had been advancing ceased and the market began to drift, people were still afraid to sell it short. The possibilities of bullish manipulation had been too forcibly demonstrated. That was the too forcibly demonstrated. That was the situation for several days. Then, as the market continued to drift, prices sagging slowly under scattered realizing by such as had loaded up with stocks at the top, and as the big bull factors continued to hold sloof, the bear element plucked up courage and began to sell a few stocks—very gingerly at first, then with a little more confidence and at length, to-day for example, putting out short lines with something like the old-time freedom. There is now a normal short infreedom. There is now a normal short in-terest in the market and sentiment is again could get nothing but bull talk. That is as market. I never like to see sentiment all one way. It isn't right once in a thousand times when it's so unanimous as it was a

little while ago." Union Pacific stock was very plentiful in the loan crowd yesterday, the offerings of it being greatly in excess of the demand. The general inquiry for other stocks was somewhat more active than at the close of last week, indicating that operations for the short account had been conducted with a little more freedom during the day. Steel preferred and Atchison were the stocks in most demand. There was also a fairly active inquiry for St. Paul, Pennsylvania, and Balti-more and Ohio. The general short interest, brokers say, has undoubtedly been increas-

Steel preferred will sell ex-dividend 1% per cent, this morning. The relative strength of the stock yesterday was one of the most prominent features of the market. It adprominent features of the market. It advanced to 61% in the forenoon on the buying of Pearl & Co., Van Emburgh & Atterbury, Chapman & Seaman, J. Manning and traders generally. A good deal of the buying was thought to be for short account, the object of covering up yesterday being to avoid paying the dividend for which the books will close to-day. Gates & Co. were reported to be sellers of the stock around 61. It closed at 60%, showing a net advance of ½ per cent. George P. Butler & Bro. and London houses

An opinion one may hear almost anywhere one goes in Wall Street, even in quarters where the temporary feeling is decidedly bearish, is that the big money in stocks during the next twelve months is going to be made on the long side of the market and that the short side will be attractive to only the active trader.

Bond dealers report that the extraordinary interest of brokers and investors in the short term railroad notes that are now disappearing so rapidly from the market has interfered to some extent with the regular bond busi-ness. They have observed in the past few

days, however, what one dealer calls a "re-vulsion of feeling," which he explains by saying that many who have bought extensively of the railroad notes are showing a disposition to add to their holdings of such securities a few first class bonds. Note and commercial paper brokers have been very active in the railroad notes, recom-mending them to their clients in lieu of first rate commercial paper, the supply of which is said to be somewhat limited. There has been some discrimination recently against commercial paper in lines of business which are showing a reactionary tendency. That is one explanation of the limited supply of really desirable commercial paper. Brokers who deal in notes and commercial paper as well as those who invest money in them seem to consider the railroad notes a very desirable substitute. It is said that the attractiveness of the railroad notes has also

Merican Central made a new low price record yesterday at 6%, coincidently with the return of Mr. Speyer from Mexico. Transactions on this further decline were rather active. Taylor, Cutting & Co. were

prominent as sellers. After the publication of some very bullish matter on United States Realty on Sunday, 300 shares of the common stock and 100 shares of the preferred were traded in yesterday at a net decline of 1/2 per cent. each. There is evidently an effort being made to cultivate a friendly feeling for these securities and

stimulate a speculative interest therein. Several prominent traders and various speculative houses that had not been active on the bear side of the market for four or five weeks, at least not openly, sold stocks rather freely yesterday. They exerted them selves principally in Union Pacific, the weak ness of which caused some general selling. The bear crowd in Union Pacific appeared to be intent upon uncovering stop loss or-ders and did succeed in reaching a few, but not nearly as many were found at 85 as the bears expected. It had been predicted that enough stop orders would become effective at 85 to make the stock break wide open.
The selling throughout the market, brokers thought, was largely professional. There was no commission business worth counting, and the big bull factors appeared to be doing absolutely nothing. Various pools and in-side interests are believed to be awaiting a favorable market opportunity to make their stocks active. Professional activity for several days has been largely on the bear side of the market, and competent observers aver that the short interest has been increased

much more than the floating supply of stocks. This was the comment after the close yesterday of an active member of the board room contingent: "It takes a lot of selling to put them down a little. Stocks seem to me to bear hard. The market to-day I should call beavy rather than weak."

Union Pacific sold yesterday at the lowest quotation touched since March 29, when the price advanced sensationally from \$2 to 87%. It had been back to 84% since then, but yesterday it sold at 84%. There was no great activity on the decline yesterday, the day's total transactions falling considerably under 40,000 shares. The selling looked rather good at times, so far as could be surmised from the character of the brokers doing it, from the character of the brokers doing it, but the most prominent brokers are frequently employed to do the worst selling. The only really good buying, so called, seen yesterday began around \$5½ after the stock had declined from \$6 and was continued on a scale down. Prominent among the sellers were Clark, Dodge & Co., Clinton Miller, Hakted & Hodges, Harrison & Co., Mendham Brok, and Spingelberg. The chiest of traders Bros. and Spiegelberg. The object of traders in offering the price down was to catch stop loss orders. There was no excitement, how-ever, when the price touched 85. Com-paratively few stops were uncovered there. Southern Pacific naturally was affected unfavorably by the reactionary tendency of Union Pacific and was at times the weaker stock of the two. H. L. Horton and Gates & Co. were reported as sailers of Southern Pacific.

Consolidated Gas enjoyed a further ad-Consolidated Gas enjoyed a further advance of 2½ points to 207½ in the early trading, all but ½ per cents of which was lost, however, in the course of subsequent realizing. Brokers thought they detected some distribution of stock on this further advance yerterday forenoon. An odd lot of 22 shares sold at 205 when the market was 208. A. H. Combs & Co., Van Emburgh & Atterbury and Lawrence bought and bid up the stock in the first hour.

Houses having Philadelphia and Pittsburg Houses having Philadelphia and Pittsburg Connections continued resterday to sell Arable Pennsylvania. Speculative sentiment at those outside points is said to be bearish on El Sud.....

Pennsylvania without being necessarily so on the general market. A good deal of the selling emanating from both places has been followed by deliveries here of the actual stock. Brokers borrow it for several days to make deliveries, and then receive the certificates from their out of town corres-pondents. Philadelphia and Pittsburg have been sellers of Pennsylvania on every advance for some time past, and Chicago also has been selling. Wolf Bros., who were day. Dick Bros. were prominent sellers.
The delivery of actual stock from out of town points does not always signify that the selling is what it seems. Such evidence has been known to be very deceptive.

RAILROAD NOTE-MAKING.

\$150,000,000 Borrowed That Way-A

Growing Opposition to It. Calculations which have been made in Wall Street indicate that the borrowings by railroads and industrials on their notes within the last year have amounted to over \$150,000,000, \$110,000,000 of this having been borrowed since the first of January. In the same period new bond issues have amounted to some \$85,000,000 and new stock issues \$46,000,000, making a total since the first of the year of about \$240,-000,000. The average rate at which these loans have been made has been, with commissions, in the neighborhood of 5 per cent. Within the past month there has been a

growing opposition among stockholders of the railroads and big corporations to the continuance of this policy of borrowthe continuance of this policy of borrowing money on notes. The difference in the interest paid by the railroads and industrials for their money and that paid by individuals has been one of the causes of this opposition and the celerity, especially of late, with which the big loans, such as the \$20,000,000 notes of the American Telephone Company and the \$10,000,000 of notes of the Baltimore and Ohio Railroad, have been snapped up, has convinced of notes of the Baltimore and Ohio Railroad, have been snapped up, has convinced stookholders that money could be raised as effectively, if patience were exercised, at a lower rate of interest and by bonds.

The offerings of these short time notes bearing relatively high interest and with quick security behind them, are believed by a great many stockholders of the various corporations to have had much to do with the inertness of the bond market. The corporations to have had much to do with the inertness of the bond market. The ordinary bond is not in a position to com-pete, so far as attractiveness goes, with the short time note, and naturally the dealings in bonds while the notes were being poured out have grown gradually less. It has been said, however, that with one exception, practically all the big short time loans which were hanging over the money market have been placed.

TO END GRAIN RATE WAR. Railroad Men to Meet in Chicago To-day

to Discuss Arrangements. CHICAGO, April 18 .- Leading traffic officials of Western railroads will meet here to-morrow to discuss the preliminary arrangements made last week to end the

grain rate war.

The plan indorsed then by the Great Western and Gould lines provided that through rates on grain traffic naturally through rates on grain trame naturally tributary to Omaha should not exceed the sum of the local rates to and east of Omaha and that the rates on grain from Missouri River gateways to Chicago should be only 3 cents higher than to St. Louis. instead of the present differential of 5 cents.

Opposition to the proposed readjustment of grain rates is made by the lines to St. Louis and the Gulf. Their opposition may delay a final settlement of the troubles over grain rates, but the war will end soon. over grain rates, but the war will end soon, simply because the Eastern railroad men have so ordered.

CHICAGO TRACTION SUITS. Judge Gressenp Overruled in Confining

Them to the Federal Courts. CRICAGO, April 18.-Under a decision of the United States Circuit Court of Appeals to-day, the previous ruling of Judge Grossoup, concentrating all the traction litigation in the Federal Circuit Court, was reversed and the order restraining the prosecution of suits by the minority shareholders in the underlying companies of the Union Traction Company was declared void.

This decision, if sustained by the Federal Supreme Court, opens the way for a flood of litigation in the State courts to test the validity of the modification of the leases of the West and North Chicago Street Railroad companies and to the big operating company. It renders the traction situation more compilicated

more complicated. MARINE INTELLIGENCE.

MINIATURE ALMANAC -THIS DAY. Sun rises......5:17 | Sun sets....6:42 | Moon sets... 10:32 RIGH WATER—THIS DAY. andy Hook . 9:34 Gov. I'd ... 10:06 Hell Gate . . . 11:59

Arrived-Monday, April 18. Arrived—Mondat, April 18.

Ss Hellig Olav, Copenhagen, April 5.

Ss Zeciand, Antwerp, April 9.

Ss Seriphos, Odessa, March 3.

Ss Yumari, Tampico April 9.

Ss Vigilancia, Vera Cruz, April 8.

Ss Vigilancia, Vera Cruz, April 8.

Ss Caribbee, Bermuda, April 18.

Ss Caribbee, Bermuda, April 16.

Ss Plonce, Ponce, April 5.

Ss Florida, Port Arthur, Tex., April 9.

Ss Comus, New Orleans, April 13.

Ss City of Momphis, Savannah, April 15.

Ss El Norte Galveston, April 12.

Ss Manna Hata, Baltimors, April 16.

Bark Nordiyaet, Buenos Ayres, Feb. 20.

ARRIVED OUT.
Se Kaiser Wilhelm II., from New York as Ches

SAILED PROM POREIGN PORTS Ss Bulgaria, from Hamburg for New York. OUTGOING STEAMSHIPS.

Sau 20	-aay.	
	Mails Close.	Vessel Sail.
Ryudam, Rotterdam Segurança, Colon	6 30 A M 9 30 A M	10 00 A M
Nacoochee, Savannah Jamestown, Norfolk		1 00 P A 3 00 P A 3 00 P A
El Rio, Galveston		8 00 P h
Sall To-		
Cedric, Liverpool	4 30 A M	8 00 A A
Cedric, Liverpool Korona, St. Thomas	12 00 M	8 00 P M
Citta di Torino, Naples	8 30 A M	11 00 A M
Vigilancia, Havana	8 00 A M	11 00 A A
Comus. New Orleans	*1 L1 FLAT	12 00 M
Lampasas, Galveston	********	3 00 P A
Comanche, Charleston	*******	3 00 P h
Monroe, Norfolk	********	8 00 P A
Capri, Macco	8 80 A M	6 00 A h
Manzanillo, Guantanamo.	12 00 M	3 00 P h
Etruria, Antigua	12 80 P M	8 00 P M
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	6 80 A M	10 00 A 3
Columbia, Hamburg		10 00 A L
Bremen, Bremen La Bretagne, Havre	7 00 A M	10 00 A A
La Bretagne, marte	8 30 A M	11 00 A A
Umbria, Naples	8 00 A M	10 00 A A
Trinidad, Bermuda Havana, Havana	8 00 A M	11 00 A M
Prins Willem II., Hayti	10 00 A M	1 00 P N
	12 00 M	3 00 P N
Niagara Tampico Cherokee, San Dominge.	12 80 A M	8.00 P
El Dorado, Galveston	********	8 00 P A
Algonquin. Charleston		8 00 P M
Princess Anne, Norfolk		8 00 P A
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INCOMING BY		
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Wester City	Wansca	. March 3
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Cherokee, San Dominge.	12 80 A M FOO P M	
El Dorado, Galveston	800 P M	
Algonquin. Charleston	800 Р М	
Princess Anne, Norfolk	8 00 P M	
City of Memphis, Sav'n'h	8,00 P, M	
INCOMING B		
Due T	o-day.	
Citta di Torino	Gibraltar April 3	
Exeter City	Swansca March 81	
Lampasas	GalvestonApril 7	
Island	Christiansand April 1	
Martstow	Gibraltar April 8	
Minneapolis	Rotterdam April 9	
Noordam	LiverpoolApril A	
Victorian		
Havana.	Jacksonville April 16	
Algonquin	Breinen	
Mongollan	Glasgow April 9	
Sardegna	Nanies April 6	
Maracalbo	Curação April 11	
San Jacinto	Galvesten April 18	
Allianca	ColonApril 18	
Pontabelle.	Malanzasa April 15	
Korona	Matanzas April 15	
Due To-morrow.		
	Liverpool	
Ulavonia	Gibraltar ADril 8	
Vanage City	SavannahADDI 18	
Byron	Barbados April 18	
Due Thursd		
Graf Waldersee	Hamburg April 9	
Rhein	Bremen April 9	
Due Frida		
La Savoie		
Pocahontas	GibraltarApril A	
Alamo	Galveston April 14	
Sallor Prince	Barbados April 14	
El Sigio	New Orleans April 17	
Due Saturd	IV. APTH 28.	

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PUBLIC NOTICES

PURSUANT TO STATUTORY REQUIREMENT, notice is bereby given that an act, Printed No. 1214, int. No. 656, has been passed by both branches of the Legislature, entitled ACT TO AMEND SECTION SEVEN HUNDRED AND TWENTY-TWO OF THE GREATER NEW YORK CHARTER, AS AMENDED BY CHAPTER FIVE HUNDRED AND THE GHTY-THREOF THE LAWS OF NINETEEN HUNDRED AND TWO, RELATING TO VOLUNTEER FIRE DEPARTMENT.

Further notice is hereby given that a Public Hearing upon such bill will be held at the Mayor's Office in the City Hall, in The City of New York, on Wednesday, April 20, 1904, at 2000 citock P. M. Dated City Hall, New York, April 16, 1904.

GEORGE B. McCLELLAN, Mayor.

PURSUANT TO STATUTORY REQUIREMENT, notice is hereby given that an act, Printed No. 1181. Int. No. 834, has been passed by both branches of the Legislature, entitled ACT.

Int. No. 834, has been passed by both branches of the Legislature, entitled to the Legislature, entitled to a control of the Legislature, entitled to the Legislature, entitled to the control of the Laws of the Charter, chapter of the Laws of the Chapter of the Control on the Control of the Chapter of the Control on the Chapter of the Control of the Chapter of the Control of the City of the County of the City of the County OF."
Further notice is hereby given that a Public Hearing upon such bill will be held at the Mayor's Office in the City Hall, in The City of New York, on Wednesday, April 20, 1904, at 201 o'clock P. M. Dated City Hall, New York, April 16, 1894.

GEORGE B. McCLELLAN, Mayor.

GEURGE B. MCLELLAN, MAYOF.

PURSUANT TO STATUTORY REQUIREMENT, notice is hereby given that an act, Printed No. 1200, Int. No. 886, has been passed by both branches of the Legislature, entitled

TO AMEND THE GREATER NEW YORK CHARTER BY INSERTING THEREIN A NEW SECTION, TO BE KNOWN AS SECTION THREE HUNDRED AND THREE—A, IN RELATION TO BEINSTATEMENTS IN THE POLICE DEPARTMENT!

MENT."
Further notice is hereby given that a Public Hearing upon such bill will be held at the Mayor's Office in the City Hall, in The City of New York on Wednesday, April 20, 1904, at 2:02 o'clock P. M. Dated City Hall, New York, April 18, 1904, GEORGE B. MCCLELLAN, Mayor.

GEORGE B. McCLELLAN, Mayor.

PURSUANT TO STATUTORY REQUIREMENT, notice is hereby given that an act, Printed No. 363, Int. No. 323, has been passed by both branches of the Legislature, entitled AN ACT.

TO AMEND THE GREATER NEW YORK CHARTER, AS AMENDED BY CHAPTERS FOUR HUNDRED AND SIXTY-SIX AND SEVEN HUNDRED AND FIFTESN OF THE LAWS OF NINETERN HUNDRED AND OP CITY RECORD."

Further notice is hereby given that a Public Hearing upon such bill will be held at the Mayor's Office in the City Hall, in The City of New York, on Wednesday, April 26, 1904, at 2703 c'clock P. M. Dated City Hall, New York, April 16, 1904.

BURGUANT. CO. STATUTORY PROUNDENT.

GEORGE B MCCLELLAN, Mayor.

PURSUANT TO STATUTORY REQUIREMENT, notice is hereby given that an act, Printed No. 1881, Int. No. 777, has been passed by both branches of the Legislature, entitled

TO AMEND CHAPTER SIX HUNDRED AND EIGHTY-SIX OF THE LAWS OF EIGHTEEN HUNDRED AND NINETY-FOUR, ENTITLED AND THE PRESERVATION OF MACADAMIZED AND OTHER HIGHWAYS IN THE COUNTIES OF QUEENS AND NASSAU, RELATIVE TO PUBLIC HIGHWAYS IN THE COUNTIES OF QUEENS AND NASSAU, RELATIVE TO PUBLIC HIGHWAYS IN THE COUNTIES OF QUEENS AND NASSAU, Further hotice is hereby given that a Public Hearing upon such bill will be held at the Mayor's Office in the City Hall, in The City of New York, on Wednesday, April 20, 1904, at 2704 o'lock P. M. Dated City Hall, New York, April 16, 1904.

BURSUANT TO STATILTORY REQUIREMENT.

PURSUANT TO STATUTORY REQUIREMENT, notice is hereby given that an act, Printed No. 1812, Int. No. 1299, has been passed by both branches of the Legislature, entitled

TO AMEND SECTION TEN HUNDRED AND NINETEEN OF THE GREATER NEW YORK CHARTER, TO ALLOW PAYMENTS TO BE MADE ON ACCOUNT OF ASSESSMENTS LEVIED FOR LOCAL IMPROVEMENTS."

Purther notice is hereby given that a Public

Purther notice is hereby given that a Public Hearing upon such bill will he held at the Mayor s Office in the City Hall, in The City of New York, on Wednesday, April 20, 1904, at 2:05 o'clock P. M. Dated City Hall, New York, April 16, 1904.

GEORGE B. McCLELLAN, Mayor. PURSUANT TO STATUTORY REQUIREMENT, notice is hereby given that an act Printed No. 1,007, int. No. 178, has been passed by both branches of the Legislature, entitled

Int. No. 178, has been passed by both branches of the Legislature, entitled

"AN ACT

TO AMEND THE GREATER NEW YORK CHARTER, IN RELATION TO BUILDINGS IN THE CITY OF NEW YORK."

Further notice is hereby given that a Public Hearing upon such bill will be held at the Mayor's Office in the City of New York, on Wednesday, April 20, 1904, at 2:06 e'clock P. M. Dated City Hall, New York, April 16, 1904.

GEORGE B. MCCLELLAN, Mayor.

PURSUANT TO STATUTORY REQUIREMENT, notice is hereby given that an act Printed No. 1223, Int. No. 256, has been passed by both branches of the Legislature, entitled

TO AMEND THE GREATER NEW YORK CHARTER, RELATIVE TO THE COLLECTION OF ASSESSMENTS FOR LOCAL IMPROVEMENTS. Further notice is hereby given that a Public Hearing upon such bill will be held at the Mayor Office in the City Hall, in The City of New York, on Wednesday, April 20, 1904, at 2:07 o'clock P. M. Dated City Hall, New York, April 8, 1804.

GEORGE B. McCLELLAN, Mayor.

PURSUANT TO STATUTORY REQUIREMENT, notice is hereby given that an act Printed No. 1199, Int. No. 885, has been passed by both branches of the Legislature, entitled

"AN ACT

TO AMEND THE GREATER NEW YORK CHARTER BY INSERTING THEREIN A NEW SECTION TO BE KNOWN AS SECTION SEVEN HUNDRED AND THIRTY-NINE—A. IN RELATION TO REDAND THIRTY-NINE—A. IN RELATION TO REINSTATEMENTS IN THE FIRE DEPARTMENT."

Further notice is hereby given that a Public Hearing upon such bill will be held at the Mayor's O'ME CITY of New York, O'ME Wednesday, April 20, 1904, at 2:06 o'clock P. M. Dated City Hall, New York, April 16, 1904.

GEORGE B. McCLELLAN, Mayor.

PURSUANT TO STATUTORY REQUIREMENT, notice is hereby given that an act Printed No. 1202, lat. No. 888, has been passed by both branches of the Legislature, emitted

TO AMEND THE GREATER NEW YORK CHARTER, RELATIVE TO THE POWERS OF THE BOARD OF ALDERMEN."
Further notice is hereby given that a Public Hearing upon such bill will be held at the Mayor's Office in the City Hall, in The City of New York, on Wednesday, April 20, 1004, at 2.09 o'clock P. M. Dated City Hall, New York, April 16, 1604.

GEORGE B. McCLELLAN, Mayor.

GEORGE B. McCLELLAN, MAYOR.

PURSUANT TO STATUTORY REQUIREMENT.
notice is hereby given that an act Printed No. 1182,
int. No. 487, has been passed by both branches of
the Legislature, entitied

TO AUTHORIZE THE SUPREME COURT TO
HEAR AND DETERMINE ANY APPLICATION
MADE TO REVISE AND CORRECT THE FIRST
SEPARATE REPORT OF THE COMMISSIONERS
OF APPRAISAL APPOINTED IN PROCEEDINGS
INSTITUTED BY THE CITY OF NEW YORK TO
ACQUIRE TITLE TO LANDS FOR SAINT NIGHOLAS PARK AND TO GRANT IN RESPECT
THERETO SUCH RELIEF AS MAY BE JUST
AND EQUITABLE.

Further notice is hereby given that a Public
Hearing upon such bill will be held at the Mayor's
Office in the City Hall, in The City of New York,
on Wedneaday, April 20, 1904, at 2:10 o'clock P. M.
Dated City Hall, New York, April 16, 1904.

PUBLIC NOTICE.

Dated City Hall, New York, April 18, 1804.

GEORGE B. McCLELLAN, Mayor.

PUBLIC NOTICE.

The City of New York, Office of the City Clerk. City Hall, New York, April 18, 1804.

Bush Terminal Rallroad Company having presented its application to the Board of Aldermen of The City of New York, dated the 22d day of March, 1904, for a grant of the right or franchise to use the streets avenues and highways of the Borough of Brooklyn, City of New York, hereinafter mentioned, for street rallway purposes, and of the construction, maintenance and operation of a double track street surface rallroad through, along and upon the surface of certain streets, avenues and highways, being as follows:

Commencing at a point where the centre line of Twenty-eighth street, if extended, would meet the centre line of Second avenue, if extended; running thence southerly upon and along proty-first street to First avenue, and thence southerly upon and along Forty-first street; thence westerly upon and along Forty-first street; to First avenue, and thence southerly upon and along France, and other with the necessary connections, switches, sidings, turnouis, turntables, cross-overs and suitable stands necessary for the accommodation and operation of sald rallroad by the overhead system of electricity or any other motive power which may be lawfully employed upon the same, all in the Borouigh of Brooklyn, City and State of New York.

may be lawituly employed upon the same, and the Borough of Brooklyn, City and State of New York.

Now, therefore, pursuant to directions given by resolution of the Board of Aldermen of The City of New York, which was adopted on the 5th day of April, 1904, such approved by his Honor the Mayor of said City, on the 12th day of April, 1904, public notice of such application is hereby given, and that, at the Chamber of the Board of Aldermen, in the City Hall, in the Borough of Manhattan, and City of New York, on the 4th day of May, 1904, at 2 o'clock in the attenboon, such application of such rallway company will be first considered, and a public hearing had thereon.

All persons interested in said application are notified to be present at the time and place aforesaid, as an opportunity will then and there be given them to be heard in relation thereto.

P. J. SCULLLY, City Clerk.

Cetten Belt Again Running Into Memphis MEMPHIS, Tenn., April 18.—The St. Louis Southwestern Railroad, or Cotton Belt. which withdrew its freight and passenger which withdrew its freight and passenger offices from Memphis on April 6 on account of the rate differences between the officials of that road and the Memphis Freight Bureau, to-day resumed the operation of trains into Memphis on the same schedule as before withdrawal. The differences have been referred to the Interstate Commerce Commission for adjustment. PROPOSALS.

AQUEDUCT COMMISSIONERS' OFFICE, Room No. 20", Stewart Building, No. 250 Broadway. New York, March 80, 1904.

TO CONTRACTORS.
Bids or proposals for doing the work and furnishing the materials called for in the approved forms of contract, in accordance with the original specifications, now on file in the office of the Aqueduct Commissioners for the completion of the contract entered into the 10th day of May, 1901, by and between the City of New York and Williams & Gerstie for building the Muscoot Dam, on Croton River, at Muscoot Mountain. In the Towns of Somers and Bedford, Westchester County, New York, declared abandoned by the Aqueduct Commissioners under Clause P of the contract on February 18, 1904, will be received at this office until Tuesday, April 19, 1904, at 12 o'clock noon, and they will be publicly opened by the Aqueduct Commissioners as soon thereafter as possible, and the award of the contract for doing said work and furnishing said materials will be made by said Commissioners as soon thereafter as practicable.

Blank forms of said approved contract and the specifications thereof, and bids or proposals and the proper anyelopes for their enclosure, form of bonds and all other information can be obtained at the above office of the Aqueduct Commissioners on application to the Secretary.

For further particulars see City Record, published at No. 2 City Hall.

By arder of the Aqueduct Commissioners.

WILLIAM H. TEN EYCK, President.

HARRY W. WALKER, Secretary.

AQUEDUCT COMMISSIONERS' OFFICE,
Room 207 Stewart Building, No. 280 Broadway.
New York, March 30, 1904.

TO CONTRACTORS.

Bids or proposals for doing the work and furnishing the materials called for in the approved forms of contract now on file in the office of the Aqueduct Commissioners for constructing a drainage and blow-off pipe line and appurtenances from that House No. 6, of Jerome Park Reservoir, to East 192d street and Davidson Avenue, in the Borough of The Bronx, the City of New York, will be received at this office until Tuesday, April 19, 1904, at 12 octock noon, and they will be publicly opened by the Aqueduct Commissioners as soon thereafter as possible, and the award of the contract for doing the work and furnishing sald materials will be made by sald Commissioners as soon thereafter as practicable. made by said Commissioners as soon thereafter as practicable.

Blank forms of said approved contract and the apecifications thereof, and bids or proposals and proper eavelopes for their enclosure, form of bonds and all other information can be obtained at the above omce of the Aqueduct Commissioners on application to the Secretary.

For further particulars see City Record, published at No. 2 City Hall.

By order of the Aqueduct Commissioners.

WILLIAM H. TEN BYCK, President.

HARRY W. WALKER, Secretary.

PROPOSALS FOR IRON BEDSTEADS—Phila.
Depot, Q. M. Dep't, 1478 Arch Street, Phila., Pa.,
April 18, 1904—Sealed proposals, in triplicate, will be received here until 11 o'clook A. M., Saturday,
April 28d, 1904, for furnishing this depot with 900 single bunk Iron Bedsteads, complete with bottoms, and 100 double bunk Iron Bedsteads, complete with bottoms, and 100 double on the second schuylkill Arsenal.
Early deliveries are essential and bidders must state with what rapidity they will make them. In making awards the time of delivery will govern. UNGUARANTEED BIDS and bids based upon samples differing from the requirements will not be entertained. Preference given to articles of domestic production or manufacture, conditions of quality and price including in the price of foreign production or manufacture the duty thereon being equal. Government reserves the right to reject or accept any or all proposals or any part it thereof. A GUARANTEE in 10 per cent. of the value of the Bedsteads proposed for must accompany all proposals. Blanks for proposals, &c., will be furnished upon application. Envelopes containing proposals to be endorsed "Proposals for Iren Bedsteads," and addressed to Colonel J. M. MARSHALL, Asst. Quartermaster-General,

WANTED, by a Stock Exchange house, bond man of experience with established clientele, to handle high grade electric and steam railroad securities; capable of taking charge, if desired, of bond department. S. T. box 150 Sun Office. \$27,000.00 WANTED ON FIRST MORTGAGE— Excellent opportunity for good investment. No brokers. Principal or principal's attorney only considered. M. A. C., box 102 Sun office.

OCEAN STEAMERS.



OLD DOMINION LINE For Old Point Comfort, Norfolk, Portsmouth Pinner's Point and Newport News, Va. connecting for Petersburg, Richmond Virginia Beach Wash ington, D. C., and entire South and West. Freight and passenger steamers sail from Piet 26, N. R. foot Beach st., every week day at 3 P. M. H. B. WALKER Vice-President & Traffic Manager.

Hamburg-American.

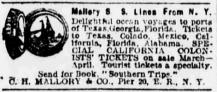
Semi-weekly Twin-Screw Service.
PLYMOUTH, CHERBURG, HAMBURG
THE GREAT OCEAN FLYER. S. S. Deutschland 6864 ft. long—234 knots average speed,
Salis May 12, June 9, July 7, Aug. 4.
Columbia..Apr. 21, 10AM | *Molke...May 5, 10 A M
Pretoria.Apr. 28, 11AM | †Bulgaria...May 7, 11AM
*†Bulgeher.Apr. 28, 10AM | Deuts'land, May!2, 3 PM
Walderse.Apr. 30, 5AM | Pennsylv'a, May 14, 4 PM
*Grillroom and †Gymnasium on board.

Mediterranean Service. New York—Naples—Genoa. By Superb New Twin-Screw Steamers. First Cabin, \$60 and \$75, Upward, **SELECT SUMMER CRUISES** DURING JUNE, JULY AND AUGUST
TO NORWAY AND SPITZBERGEN,
NORWAY, SWEDEN, RUSSIA,
DENMARK AND CERMANY

SEASIDE RESORTS OF EUROPE By Palattal Twin-Screw Steamers.
Send for programmes.
HAMBURG-AMERICAN LINE.
Offices, 35 & 37 Broadway. Plers Hoboke

NORTH GERMAN LLOYD S. S. CO. PLYMOUTH—CHERBOURG—BREMEN.
Kalser...Apr. 26, 10 AM | Kalser...May 24, 16 AM | Kalser...May 24, 16 AM | Kronprinz..May 3, 8 AM | Kronprinz..May 13, 7 AM | K.Wm. II.June 14, 6 AM OELRICHS & CO., 5 BROADWAY, N. Y. WHITE STAR LINE, SERVICES

Fast Twin-Screw Steamers of 11,400 to 15,000 tons.
HOSTON DIRECT TO THE
MEDITERRANEAN AZORES



GLASGOW VIA LONDONDERRY.

Columbia...Apr. 30, 9 A. M. | Anchoria...May 14, noon Asteria....May 7, noon | Furnessia...May 21, noon | First saloon, 850 and up.

Second saloon \$35 and up; third class \$25 and up.
For Illustrated Book of Tours apply to HENDERSON BROTHERS, 17 and 19 Broadway.

FINANCIAL NOTES.

Luther Kountze, John I. Waterbury and Gordon Abbot, president of the Old Colony Trust Company of Bostor, are acting as a committee to formulate a plan of reorgani-zation of the Houston Oil Company in order to protect the interests of the stockholders. RAILROADS

Pennsylvania

STATIONS FOOT OF WEST TWENTY-T STREET AND DESBROSSES AND CORTLANDT STREETS. EF The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Sta-

ing Cars. For Chicago, indianapolis and Louisville.

9:55 A. M. ST. LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Chechnati, Indianapolis, St. Louis. Dining Car.

10:25 A. M. FENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Compartment Cars. For Chicago, Cleveland, Toledo, and Detroit.

1:55 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.

4:55 P. M. CHICAGO LIMITED.—Pullman Sleeping, Smoking, and Observation Cars. For Chicago, Toledo, and Cleveland. Dining Car.

5:55 P. M. ST. LOUIS EXPRESS.—For Pittsburg. Cincinnati, Indianapolis, Louisville, St. Louis. Dining Car. For Gery, W. Va. (via Shenandoah Valley Route).

8:55 P. M. WESTERN EXPRESS.—For Chicago. For Toledo, except Saturday. Dining Car.

9:55 P. M. PACIFIC EXPRESS.—For Pittsburg. Toledo, and Chicago. For Knoxville, daily, via Shenandoah Valley Route. Connects for Cleveland, except Saturday.

8:25 P. M. PACIFIC EXPRESS.—For Pittsburg. Toledo, and Chicago. For Knoxville, daily, via Shenandoah Valley Route. Connects for Cleveland, except Saturday.

8:25 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg. Cleveland, except Saturday.

9:55 P. M. PITTSBURG SPECIAL.—Daily for Pittsburg. Dining Car.

WASHINGTON AND THE SOUTH.

WASHINGTON AND THE SOUTH. WASHINGTON AND THE SOUTH.

755, 8:25, *9:25, *10:10 (Desbrosses and Cortlandt Streets 10:20), *10:35 a. m., *12:35, 2:10 (Desbrosses and Cortlandt Streets 2:20), 8:25, "Congressionat Limited," all Parlor and Dining Cars), *3:25, *4:25, *4:35 (Desbrosses and Cortlandt Streets 5:10, *0:25 p. m., 12:10 night. Sunday, *2:2, *0:25, *10:35 a. m., *12:55 (3:25 "Congressional Limited," all Parlor and Dining Cars), *3:25, *4:25, *4:36 (Desbrosses and Cortlandt Streets 5:15), 9:25 p. m., 12:10 night.

SOUTHERN RAILWAY.—Express, 12:55, 3:25, 4:25 p. m., 12:10 night daily. p. m., 12:10 night daily. ATLANTIC COAST LINE.—Express, 9:25 a. m. a nd 9:25 p. m. daily. SEABOARD AIR LINE RAILWAY.—Express, 12:55 9:25 p. m. daily.

SEABOARD AIR LINE RAILWAY.—Express, 12:55 p. m. and 12:10 night daily.

NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3:25 p. m. daily.

CHESAPEAKE & OHIO RAILWAY.—7:55 a. m. week days and 4:55 p. m. daily.

POR OLD POINT COMFORT AND NORFOLK.—7:55 a. m. week-days and 8:25 p. m. daily.

ATLANTIC CITY.—9:55 a. m. and 2:55 p. m. week-days. Sundays, 7:55 a. m. Through Vestibuled Trains. Buffet Parler Cars and Standard Coaches on week days. Parlor Smoking Car, Parlor Cars, Diaing Car and Standard Coaches on Sundays.

ONG BRANCH, ASBURY PARK. (interlaken Sundays). Ocean Grove and Point Pleasant (From West Twenty-third Street Station), 8:55 a. m., 12:25, 3:25, 4:55 p. m., and 4:55 p. m. From Desbrosses and Cortlandt Streets, 9:00 a. m., 12:30, 3:40, 5:10 p. m., and 12:15 night week-days. Sundays, 12:16, 9:25 a. m., 5:20 p. m.

FOR PHILADELPHIA.

Philadelphia only), "4:55, "5:55, 7:55, 8:26, 8:26 wide for North Philadelphia only) p. m., 12:10 night. "Dining car.
Ticket offices: Nos. 461, 1854, 118 and 261 Broadway; 182 Fifth avenue (below 23d st.): 263 Fifth avenue (corner 29th st.); 1 Astor House and stations named above: Brooklyn, 4 Court street, 896 Fulton atreet; 396 Broadway and Fennsylvania Annez Station. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.
Telephone "543 Chelsea" for Pennsylvania Railroad Cab Service.
W. W. ATTERBURY, J. R. WOOD, General Manager. Pass'r Traffic Manager. GEO, W. BOYD.
General Passenger Agent.

STEAMBOATS.

BOSTON AND POINTS IN NEW ENGLAND.
FAIL BIVER LINE, via Newport and Fall River.
Leave Pler 19, N. R., foot of Warren St., week days*
only at 5:30 P. M. Steamers PLYMOUTH and
PLGRIM. Orchestra on each. only at 5:30 P. M. Steamers Fil MOUTH and PILGRIM. Orchestra on each. NORWICH LINE, via New London. Leave Pier 40, N. R., foot of Clarkson St., week days only at 5:30 P. M. Steamers CHESTER W. CHAPIN and CITY OF WORCESTER. NEW HAVEN LINE for New Haven, Hartford, Springfield and the North. Leave Pier 40, N. R., foot of Clarkson St., week days only at 4:00 P. M. Steamer RICHARD PECK.

Peoples Line
NEWYORK LALBANY

Attranating Dally, Except SUNDAY.

Str. C. W. MORSE enters BERVICE IN MAY.

Steamers sail from Pier 32. N. R., foot of Canal

St., 6 P. M., arrive Albary in time for connections
North, East and West. Telephone 5800—Spring.

EXCURSION, \$2.50.

PROVIDENCE, \$1.50 EVERY WEEK DAY BOSTON DIRECT, \$2.50 From Pier 35, East River. 'Phone 800 Orchard

TROY LINE, "SARATOGA" or "CITY OF TROY" leaves West 10th St. Pler daily, 6 P. M., except Saturday. Direct railroad connection at Troy for all points north and east. Sunday steamers touch at Albany.

Catskill, Hudson & Coxsackie Boats Leave Pier 43, N. R., week-days, 6 P. M.

OCEAN STEAMERS. AMERICAN LINE.
PLYMOUTH—CHERBOURG—SOUTHAMPTON,
Salling Saturdays, 9:30 A. M., Pier 15, N. R.,
Philadelphia. Apr. 23 Germanic. May 7
1. Louis. Apr. 30 St. Paul. May 14
ATLANTIC TRANSPORT LINE.
NEW YORK—LONDON DIRECT.

NEW YORK—LONDON DIBECT.
Only first-class passengers carried.
MINNEAPOLIS APR. 25, noon
MESABA APR. 80, 9 A. M.
MINNETONKA MAY 7, 11:30 A. M.
MINNEHAHA MAY 14, 4 P. M.

RED STAR LIRE.

NEW YORK-ANTWERF- PARIS.
Sailing Saturdays, 103-00 A. M. Pler 14, N. R.
seland ...Apr. 28 | Vederland ...May 7
Apr. 30 | Kroenland ...May 14 RED STAR LINE. WHITE STAR LINE. NEW YORK—QUEENSTOWN—LIVERPOOL.
Salling Wednesdays and Fridays, Pier 48, N. R.
Cedric... Apr. 20, 8 AM Oceanic... May 4, 9 AM
Majestic... Apr. 27, 10 AM Teutonic... May 11, 10 AM
Arabic... Apr. 29, 5 PM | Celtie... May 13, 4 PM
Passenger Offices, 9 Broadway.
Freight Offices, 1 and 73 Broadway.

CUNARD LINE

To Liverpool via Queenstown.
From Piers 51-52, North River.
Campania, Apr. 23, 10 AM | Umbria ... May 14, noon
Etruria ... Apr. 30, 0 AM | Campania, May 21, 10 AM |
Lucania ... May 7, 10 AM | Etruria ... May 28, noon
Tuesday Service.
Aurania ... May 3, 9 AM | Carpathia ... May 17, 9 AM |
Mediterramean - Adriatic Service.
New (1904) | SLAVONIA, 10, 200 tons.
Twin - Screw S. S. | PANNONIA, 10, 200 tons.
Twin - Screw S. S. | UTONIA, 10, 000 tons.
SLAVONIA will sail April 26, at Noon, for
Gibraliar, Naples, Triest and Flume.
Utonia ... May 24, Noon | Panaonia June 21, Noon
Slavonia ... June 7, Noon | Utonia ... July 5, Noon
Apply 28 Broadway New York.
VERNON H. BROWN, General Agent

HOLLAND-AMERICA LINE New Twin-Screw Steamers of 12,500 Tons.
NEW YORK—ROTTERDAM via HOULOGNE.
Salling Tuesdays at 10 A.M.
Ryndam Apr. 19 Rotterdam May 17
Noordam Apr. 26 Ryndam May 24
Potsdam May 10 Yoordam May 81
- will call at Plymouth.
Holland-America Line, 39 B'way, N. T.

EXCURSIONS.

PENNSYLVANIA RAILROAD POPULAR PERSONALLY CONDUCTED SPRING OUTINGS

OLD POINT COMFORT RICHMOND, WASHINGTON April 23 and May 7, 1904. Rate, \$36 from New York. All expenses. Corresponding rates from other points.

OLD POINT COMFORT only, \$17 from WASHINGTON

Three-day trips.

April 28, May 12, 1904.

ate from New York \$12.00 and \$14.50,
according to hotel selected. For detailed itineraries and full information, apply to Tourist Agent, 26s Fifth Avenue, New York; Pennsylvania Railroad Ticket Agents, or GEO. W. BOYD. Gen. Pass. Agent, Broad St. Sta., Philadelphia, Pa. J. R. WOOD, Pass. Traf. Mgr.

RAILBOADS. **NEW YORK**

THE FOUR-TRACK TRUNK LINE. Via Niagara Falls.

Via Niagara Falls.

Trains arrive and depart from Grand Central Station, 42d street, New York, as below.

North and westbound trains, except those leaving at 8:30, 11:30 A. M. 2:45, 3:30, 11:30 P. M., will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

12.10 A. M.—*MIDNIGHT EXPRESS.—Due Albany 5:55 A. M., Troy 6:40 A. M. A. M.—*SYRACUSE LOCAL.—Stops at all important stations.

8.30 A. M.—*EMPIRE STATE EXPRESS.—Most famous train in the world. Due Burland 7:10. Nagara Falls 5:35 P. M. A. M.—*FAST MAIL.—24 hours to Chicago. Due Burland 7:10. Nagara Falls 8:07.

10.30 A. M.—*LOCAL EXPRESS.—Makes local stops. Due Rochester II:10 P. M. A. M.—*LOCAL EXPRESS.—For Albany and Troy. Local stops.

12.50 P. M.—*BUFFALO LIMITED.—Due Buffalo 1:00 P. M. Nagara Falls 1:36 P. M. 1. M. N. St. Louis 8:45 P. M. next day.

1.00 P. M.—*SOUTHW ESTERN LIMITED.—Due Cincinnati 10:30, Indianapolis 11:30 A. M., St. Louis 8:45 P. M. next day.

1.00 P. M.—*CHICAGO LIMITED.—24 hours to Chicago via Michigan Central and Lake Shore railroads.

2.45 P. M.—*The 20th CENTURY LIMITED.—20-hour train to Chicago, via Lake Shore. Electric light and fans.

3.30 P. M.—*LABANY AND TROY FLYER.—Due Albany 8:40, Troy 7:06 P. M.

9. M.—*ALBANY EXPRESS.—Local stops. P. M.—*DETROIT, GRAND RAPIDS and CHICAGO SPECIAL, 24 hours to Chicago. Via Michigan Central. P. M.—*LAKE, SHORE, LIMITED.—2314 4.00

P. M.—*LAKE SHORE LIMITED.—234, hour stain to Chicago. All Pullman cars. Due Cleveland 7:05 A. M., Cincinnati 1:30, Indianapolis 3:10, Chicago 4:00, St. Louis 9:15 P. M., next day.
P. M.—*WESTERN EXPRESS.—28 hours to Chicago via both L. S. and M. C. P. M.—*MONTREAL EXPRESS.—VIA D. & H. or Rusland.
P. M.—*ADIRONDACK AND MONTREAL EXPRESS.— 6.00 7.00 7.30 P.M.—*ADIRONDACK AND MONTREAL EXPRESS.
8.00 P.M.—*BUFFALO AND TORONTO 9.20 P.M.—*SOUTHWESTERN SPECIAL. 9.30 P. M. PACIFIC EXPRESS. Chicago 31

9.30 P. M.—*PACIFIC EXPRESS.—Chicago 31 hours by M. C., 33 hours by L. S.
11.30 P. M.—*CHICAGO THEATRE TRAIN.—Watertown, Ogdensburg, Buffalo, Detroit, Chicago and St. Louis.
*Daily. *IExcept Sunday. *IExcept Monday.
HARLEM BIVISION.
9:06 A. M. and 3:35 P. M. daily except Sunday to Pitsaeld and North Adams. Sundays at 220 A. M. Pullman cars on all through trains.
Trains Hilluminated with Pintsch light.
Ticket offices at 137, 415 and 1216 Broadway.
25 Union Sq. W., 275 Columbus av., 275 West 125th att., Grand Central and 125th st. stations, New York.
388 and 726 Putton st., and 106 Broadway, Brooklyn.
Telephone "900 38th street" for New York Central Cab Service. Baggage checked from hotel or residence by Westoolt Express Company.

NEW YORK CENTRAL ROLLET

NEW YORK CENTRAL ROUTE NEW YORK AND BOSTON, BOSTON AND AREA BANY RAILROAD.
Trains leave at 19:02 A. M., 112 noon, '4:00 P. M.,
Tickets at New York Central Ticket Offices, 167,
415 and 1216 Broadway, and at Grand Central Sta-

Ion,
A. H. SMITH, GEORGE H. DANIELS,
Gen'l Manager. Gen'l Pass'r Agent. (New York Central & Hudson River R. R., Lesace.)
Trains leave Franklin St. Station, New York, as follows, and 15 min. later foot West 42d st., N. R.;

*7.00 A. M.—For intermediate points to Albany.
11:20 A. M.—Gont. Intermediate points to Albany.
12:26 P.M.—Chleago Express.
2:26 P.M.—Chleago Express.
2:26 P.M.—Cont. Limitor Detroit, Chi. & St. Louis.
2:46 P.M.—Gor Roch., Buffalo, Clevel'd & Chleago.
18:00 P.M.—For Roch., Buffalo, Clevel'd & Chleago.
18:00 P.M.—Roch., Buffalo, Detroit & St. Louis.
2:15 P.M.—For Syra., Roch., Niag. Falls, Det. & Chleago.
19:15 P.M.—For Syra., Roch., Niag. Falls, Det. & Chleago.
19:16 P.M.—For Syra., Roch., Niag. Falls, Det. & Chleago.
19:17 P.M.—For Syra., Roch., Niag. Falls, Det. & Chleago.
19:18 P.M.—For Syra., Roch., Niag. Falls, Det. & Chleago.
19:19 P.M.—For Syra., Roch., Niag. Falls, Det. & Chleago.
19:19 P.M.—For Syra., Roch., Niag. Falls, Det. & Chleago.
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19:19 P.M.—For Syra., Roch., Niag. Falls, Det. & Chleago.
19:19 P.M.—For Syra., Roch., Niag. F

New York and Boston all Rai

N. Y., N. H. & H. R. R. and connections
From Grand Central Station.

Due.

18:00 A.M. Hartford and Willimantic.
Springfield and Worcester.
10:00 A.M. New London and Providence.
10:00 A.M. New London and Providence.
10:00 M. Springfield and Worcester.
10:00 M. Springfield and Worcester.
10:00 M. Springfield and Providence.
10:00 M. Springfield and Providence.
10:00 P.M. 10:00 P.M.
10:00 P.M. New London and Providence.
10:00 P.M. Springfield and Worcester.
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10:00 P.M. Therefore and Steeping cars by each train.

READING SYSTEM.

NEW JERSEY CENTRAL R. R.
Liberty Street and South Ferry (Time from South Ferry five minutes earlier than shown below.)
EASTON. BETHLEHEM. ALLENTOWN AM.
MAUCH CHUNK-2430 (7:15 Easton only).
0:10 A. M., 1:20, 4:40, 5:00 (5:45 Easton only) P. M.
Sundays 24:25 A. M., 1:30, 6:30 P. M.
WILKESBARRE AND SCRANTON-24:00, 9:10
A. M., 5:00 P. M. Sundays, 24:26 A. M., 1:30 P. M. Sundays 24:25 A. M., 1:00, 5:30 P. M.

WILKESBARRIE AND SCRANTON—84:00, 9:10
A.M., 5:00 P. M. SUNDAYS, 24:25 A. M., 1:30 P. M.

LAKEWOOD. I. AKEHURST, TOMS RIVER

AND BARNEGAT—24:00, '9:40 A. M., 81:39
BARNEGAT—24:00, '9:40 A. M., 81:39
P. M. (8:07 P. M. SSUURDAYS, SUNDAYS, 9:40 A. M.

ATLANTIC CITY—9:40 A. M., 18:30 P. M.

VINELAND AND BHIDGETON—12:400 A. M.,

1811:30 P. M.)

LONG BRACCII. ASHURY PARK, OCEAN

GROVE, POINT PLEASANT AND SEA.

SHORE POINTS—21:00, 8:30, 11:30 A. M., 81:20,
4:45, 5:30, 6:30, 11:30 P. M. SUNDAYS, except

Ocean Grove, 9:30 A. M., 4:30, 8:30 P. M.

PHILADELPHIA — (READING TERMINAL)

"1:20, 11:30, 12:00, 9:30, 10:00, 11:30 A. M., 12:30,
19:30, 11:30 A. M., 12:15 Ind.

24TH AND CHESTNUT STREETS—44:25, 18:30,
210:30, 21:45 A. M., *1:50, 13:340, '5:300, *7:500, 19:35
P. M., 12:15 Ind.

RADD WILLIAMSPORT—18:50, 24:25, 18:50, 19:50, 11:00, 11:00 A. M., Reading, Pottsville

AND WILLIAMSPORT—18:50, 24:25, 18:50, 19:50, 11:50 A. M., Reading, Pottsville and Harrisburg

only, 14:50, 75:50 P. M., Reading, Pottsville and Harrisburg

only, 14:50, 75:50 P. M.

21 Talmaqua. XSAURDAYS, SEXCEPT SAURY

EXCEPT SUNDAY, SUNDAY ONLY, Parlor cars

only, Wils Talmaqua. XSAURDAYS, SEXCEPT SUNDAYS. only. Wa Tamaqua. xSaturdays. aExcept Saturdays.
Offices: Liberty St. Ferry. South Ferry. 6 Astor House, 167, 261, 434, 1300, 1354 Broadway, 182 Fifth Av., 25 Union Square West, 153 East 125th St., 273 West 125th St., 245 Court St., 344, 809 Fulton St., B'klyn; 390 B'way. W'msburg, N. Y. Transfer Co, calls for and checks bargace to destination.
W. G. BESLER.
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ROYAL BLUE LINE. ROYAL BLUE LINE.

NEW JERSEY CENTRAL R. R., PHILADELHORE AND READING RY and BALTIMORE AND OHIO R. R.

MORE AND OHIO R. R.

Balto. Washington. 10:25 AM 10:30 AM Diner
Balto. Washington. 11:25 AM 11:45 AM Diner
Balto. Washington. 11:25 AM 11:45 AM Diner
Balto. Washington. 11:25 AM 11:45 AM Diner
Balto. Washington. 12:35 PM 1:00 PM Diner
Balto. Washington. 12:35 PM 1:00 PM Diner
Balto. Washington. 12:35 PM 1:00 PM Diner
Balto. Washington. 12:10 nt. 12:15 nt. Sleepers
Dally. Dally, except Sunday, 5Sunday only.
Offices: Liberty St. Fetry, South Ferry, 6 Astor
House, 167, 261, 434, 1309, 1344 Broadway, 182 Fifth
Av., 25 Union Square West, 158 East 15th St., 273
West 125th St., 245 Columbus Av., New York; 4
Court St., 844, 806 Fullon St., 158 Posadway, Williamsburg, New York Transfer Co, calls for
and checks baggage to destination.

Lv. New York City, South Ferry, Liberty St.
Chicago, Pittsburg. 12:10 nt. 12:16 nt.
Chicago, Columbus. 12:35 pm. 1:00 pm. Diner
Pittsburg, Cleveland 12:35 pm. 1:00 pm. Diner
Pittsburg Limited 16:55 pm. 7:00 pm. Buffet
Cincinnati, St. Louis 16:10 nt. 12:15 nt. Sleeper
Cincinnati, St. Louis 16:55 pm. 10:50 am. Diner
Offices: 167, 261, 484, 1990 Broadway, 6 Asion
House, 106 Greenwich St., 25 Union Square W., 391
Grand St., N. Y. 345 Fulion Street, Brooklyng,
South Ferry and Liberty Street. Baggage checked
from hotel or residence to destination.

Lackawanna Railroad.

Leave New York, foot Barelay and Christopher Sts. 18:00 A.M.—For Binghamton and Syracuse.

10:00 A.M.—For Buffalo, Chicago and St. Leuks.

11:40 P.M.—For Buffalo and Chicago.

14:00 P.M.—For Suffalo and Chicago.

18:10 A.M.—For Buffalo and Chicago.

18:10 A.M.—For Buffalo and Chicago.

2:00 A.M.—For Chicago—Siespera open at 9 P. M.

Tickets, 167, 489, 1183, 1431 Broadway, N. V.; 338

Fulton st., Brooklyn. Dally, †Except Sunday.